THE RAILROAD EXCURSION.

QUINCY, Illinois, Oct. 14, 1868.

From our Special Correspondent

The Kansas excussionists have arrived in this city, and will remain during the night. They came from Leavenworth in three of Pullman's palace sleeping and dining-saloon coaches, under the immediate supervision of Colonel A. B. Pullman, of Chicago. Although the cars of the Pacific Railroad of M ssouri, and those on the Union Pacific Bailway, Eastern Division, were very fine, yet as they were the regular passenger cars of those companies, they bear no more comparison to the Pullman coaches than do the cars running on the Eastern roads. The Pulluran sleeping and dining-saloon coaches are peculiar institutions in the West, and the time cannot be very remote when they, or similar ones, will be used on your roads, If travellers in the days of Rip Van Winkle, Conestoga wagous, and stages, or even in more modern times, could awaken to a realization of what science and energy have recently developed, they would discover such a metamorphosis that the wonders of the past would be entirely overshadowed at witnessing what be enjoyed at the present period. The uncomfortable disadvantages of the former bave gradually yielded to a rapid age of progress, until liberality, skill, and energy have furnished the tourist of to-day with a degree of elegant luxury that renders travel a pleasure to be sought rather than avoided. This has been brought about through Mr. Pullman. In his cars-those in which we have had the gratification of making our journey from Leavenworth to Quincy (and these are exact duplicates of many others used through various parts of the West) - everything that genius could devise or experience suggest is combined in their construction and finish. These palatlal moving panoramas must be seen and their advantages enjoyed before they can be fully and properly appreciated. Scarcely as idea of the comforts afforded by Mr. Pullman's enterprise can be realized by comparison with other

sleeping cars, as the former barely furnish a semblance of the recherche and sumptaous elegance of the latter. The dining-saloon car is arranged with comfortable seats and tables that will accommodate some fif y persons to be furnished, while the train moves along with its accustomed speed, with luxuries equal

o those prepared in your first-class estaurants. The kitchen is provided with ranges, and every dish and delicacy desired is cooked to order, with no more "smell of the kitchen" than in your well-regulated Philad I phia mansions. Passengers have no occasion to leave thet train or be submitted to the inconvenience and exposure of weather necessitated on roads not supplied with this great improvement, the latest wonder of this rapid and wonderfully progressive rathead age. Each table is supplied with push-beils attached to the side of the car, which, when touched, speedily bring to command attentive waters to supply the wants of the inner man. The cars move with a degree of ease so devoid of rolling motion that a brimful glass of "ice water" would not lose a single drop of its pure and delightful contents through the rapid motion of the car. In fact, the passenger can enjoy both to eat and drink in these palaces with the same degree of comfort that is to be found around the home table. The sleeping cars are more elegantly appointed than the dining cars, and induitely superior to any cars ever constructed. The berths are the beds better, the clothing purer and freer from smell, and the system of ventilation superior to any in use, and consequently more healthy and pleasant to rest on, and more sought after.

Such were the cars we were brought to this place in, and Colonel A. B. Pallman materially pany of excursionists by the introduction of several of his lady friends from Quincy, whose

society was greatly prized by all.

The Haunibal and St. Joseph Railroad extends
from St. Joseph on the Missouri river to Quincy on the Mississippi, 206 miles, with a Missouri Valley branch, 46 miles long to Leavenworth. Over this branch the party passed to St. Joseph, andremained there Toesday night. During the evening a fine entertainment was partaken of at the Pacific Hotel, and later in the evening a splendid ball wound up the festivities of the day. This city is the county seat of Buchanan county. Mc., 340 miles from Jefferson City, the capital of the State, and 496 miles, by river, from St. Louis. It was laid out in 1843, and now contains a population of upwards of 23,000. It is the most populous town in Western Missouri, and, until very lately, one of the chief points of departure of emigrants to the far-distant Territones of the country. St. Joseph has numerous fine churches, banks, wholesale stores, steam mills, pork packing houses, cotton mills, factories, and is what may be termed a remarkable place, considering the distance West.

This morning our party moved again over the Hannibai and St. Joseph Railroad, and reached Quincy at a seasonable hour in the afternoon. Considerable delay was occasioned in crossing the river but. the river, but the magnificent railroad bridge spanning the Mississippi here will in a few weeks obviate further delay in the transit of passengers and freight from Illinois to Missouri, and vice versa. The bridge is one of the finest ever constructed, and the success attending it will certainly incite others to good works in similar enterprises along the mighty Missis-sippi and other rivers in the country. We have seen enough on this excursion to make us believe there is nothing that the ingenuity, skill, perseverance, and determination of man cannot or will not overcome. There are no rivers in this vast country so wide or so deep, or mountains so high or solid, or any obstacle so great, but what will in some manner be spanned, pierced, or overcome successfully to facilitate our enward railroad progress. Nothing im-

The country from St. Joseph to Quincy is not surpassed for fertility or soil and character of chimate by any section in the Union. It is well timbered and watered. The Platte, Grand, Chariton, and Salt rivers are crossed, besides several other streams, and the scenery throughout is varied, picturesque, and beautiful. There are several important towns along this route, which are increasing in population more rapidly than can be found in the same number of Eastern towns. Cameron, the junction of the Hannibal and St. Joseph Bailroad and Kansas City and The country from St. Joseph to Quincy is net and St. Joseph Baircoad and Kansas City and Cameron Baircoad, fifty-three miles long, has a population of 2000; Chillicothe, 3000; Brookield. 0; and Macon, 5000. Brookfield is the central station, and contains the principal shops of the Company. At Macon, the North Missouri Railroad, 168 miles from St. Louis, forms a junction, and is a very important feeder to this corporation. The 600,000 acres of land donated to the Haunibal and St. Joseph Railcoad Company are being rapidly absorbed by actum settiers. Already more than half have been sold. During May and June the sales amounted to \$250,000, at an average of \$10 per acre, all within fifteen miles of the line of the road. The present opportunities for securing these valuable lands at such rates will soon terminate, as the Company design advancing the price after the beginning of 1869. We repeat, it is a country full of interest, pleasant for homes, and in which lands are extraordinarily productive. The same Company has a branch road from Hamibal to Palmyra Junction, fifteen miles long, and during this year their road from St.

Joseph to Council Bluffs, opposite Omaha, 130 miles, will be completed. On this road the grade does not exceed ten feet to the mile.

At Palmyra Junction the party separated, with regret, from Peter B. Groat, Esq., the General Ticket Agent of the Hannibal and St. Joseph Railroad, a gentleman of vast railroad experience, who was one of the originators of the Kansas excursion. His kindness and atten-tion can never be forgotten, and his efforts to make each one happy will always be appre-

To-morrow the General Ticket Agents and | Mame's at Tours.

their friends will leave Quincy for Chicago, over the Chicago, Burlington, and Quincy Barl-road, where the excursion will term pate. In a road, where the excursion will term nate. In a inture letter I will endeavor to give you so no statistics of another "piece" or Western country.

The Jusion.

LETTER FROM BALTIMORE.

From Our Own Correspondent.

BALTIMORE, Oct. 26, 1838. One of the wealthiest, most induential, and intelligent Democrats in our city, who has invariably voted with that party, who at present holds a very responsible office under Mayor Banks, and who in times past has given as much, if not more, money in aid of his party than any other gentleman in Maryland, told me this morning he now felt perfectly satisfied Seymour and Blair would get only two States the Union, namely, Kentucky and Maryland, I asked him it he did not include Delaware. He said no, that State is certain for Grant and Colfax. Now the predictions of this gentleman are of more than ordinary import ance: first, because he is intelligent, far-seeing, and particularly well posted on political matters; second, because he is of the class of men -and there are thousands like him-who never sacrifice their own personal interests for the sake of partisan politics; third, because he knows what is for the whole country's good must be for his own likewise; fourth, he is a very wealthy man, a large bondholder and believing his property saler in peace, as will be the case with Grant and Collax, than it would with Seymour and Blair, he is, therefore, anxious for their election. Then, again, he is largely engaged in business, much of which de-pends on the South. He consequently wants quiet, such as must be prevail with a Republican triumph; so that people in the Southern States may know exactly what to depend upon, and henceforward turn their attention to cultivating their lands, to domestic industrial pursuits, and thereby obtain money to pay their debts, make new purchases, and thus give encouragement to trade. My friend also remarked that barmony was wanted between the law-making and executive departments of the Government, and this never could be with a largely preponderating Republican Congress and a thoroughly Democratic President. To secure this Grant must be elected. He felt therefore, sensible people all over the United States would argue the matter as he had, and in so doing, with the triffing exception of Maryland and Kentucky, would give the electoral vole of every other State to the Republican nominees. The gentleman here referred to has made some very heavy bets. He carries with him a number of strong Democrats in this city.

It would be rather too much to expect Maryland, under existing circumstances, to give her vote to Grant and Collax, though, from the manner in which our triends are at work all over the State, they will cast a very large vote. It will be the beginning of a revolution that promises to overturn Democracy in a very short time, and place our Commonwealth once more under the keeping and guardianship of her loyal citizens. I think we will undoubtedly elect Judge Weisel to Congress in the Fourth district,

and probably beat Swann in the Third. No special effort will be made to bring out the Republican vote at the municipal election for members of the First Brauch of the City Council, which takes place here on Wednesday next, 28th inst. Some of the wards will run candidates, but there is no general ticket.

The Hop, John P. Kennedy, former Secretary of the Navy, who has been in Europe during the past two or three years, returned home a few days ago, in good health. He is a strong supporter of Grant and Coltax, and will preside at a grand Republican mass meeting to be held next Saturday evening at the Front Street Theatre. I learn, reliably, four-afths of the subordinates in the Custom-house and Post Office now openly avow their intention to vote the Republican ticket.

It is a fact undeniable that the manner in

which Maryland has been managed under Democratic rule for nearly two years past, acting in affiliation with secondaria and Reocis, has done much to benefit the Republican cause throughout the loyal North. Pharaoh was raised up for a purpose, and though it seemed evil at first, his acts, bad as they were, brought about an ultimatum of good. The banishment of Joseph appeared to be wrong, but it resulted finally for the better. So with our political

sufferings. The Democrats of Maryland, so soon as they obtained power, turned out every loyal citizen entrusted with office and filled their places with known secessionists and Rebels, who had been actually fighting in Lee's army under Jeff. Davis and State seemed as if filled with Moseby's guerillas or Davis' defunct Cabinet officials. We, even now, have the appearance of an asylum for the charitable maintenance of Rebels, to the exclusion of good, honest, loyal citizens. Our friends in the North, happily, saw this, and said to themselves, if the Democratic party, in Maryland, will give all offices to traiters, and turn the State Government over to them bodily, what will the same party, catering to these Robels, do. if, by the aid of their votes, it obtains possession of the central Government at Washington? Why, the same thing, of course, Hence it must be stopped.

A Great Printing Office in Lelpsic. A correspondent of the Printers' Circular, of

this city, writes from Germany:-"Considering the number of its inhabitants, Leipsic is no doubt the largest printing centre in the whole world; for in a recently published statistical return we find that Leipsic contained in 1866 thirty-eight printing offices, with ninety hand presses and one hundred and sixty-one machines: the number of journeymen, compositors and pressmen, amounted for the same year to nine hundred and fitteen. Over thirty thousand bales of paper were used annually.

"A new era in the typographical history of Leipsic may be said to have begun with the establishment of Messrs. Giesecke & Devrient's printing office, which was opened on June 1, 852. Mr. Hermann Giesecke, a son of the late well-known type-founder at Leipsic, and, as printer, a pupil of the celebrated Bernhard Tauchnitz, and Alphonse Devrient, son of a Leipsic merchant and apprentice of the late Mr. Friedrich Niess, one of the best Leipsic printers (the name of the present firm being W. Drugulin), and Edward Haenel (now W. Gronau) in Berlin, Mr. Devrient subsequently passed four years (1844 to 1848) in the reval (now 'Imperial') printing office in Paris, whence he returned to Leipsic in order to prepare his own establishment there, together with his friend and partner, Mr. Giesecke. A third partner in the firm is Dr.

Phil. Bruno Theodor Giesecke. "The first department, namely, that of general book and art printing, which was, as eve-mentioned, begun on June 1, 1852, was soon tottowed by an extensive lithographic establishment in October of the same year, and in 1853 by the addition of a copper and steel-plate department, which has ever since been used for the production of bank notes and other valuable paper which shall defy imitation. They are almost uninterruptedly engaged in printing notes, checks, etc., for the royal Government of Saxony, and a host of other smaller States, especially Switzerland. About 1864, engraving in all its branches (so far as they are connected with printing) was added, and provided with electrotyping, mechanical, and micro-photographic apparatus. All those enlargements necessitated larger premises also; and the greatest building in which all the branches of the art-preservative are carried on to perfection was erected in 1857. It is a stately construction of four stories and an aisle of considerable dimensions, surrounded by a magnificent garden, similar to

"In 1854, already, at the Munich exhibition, the produce of this establishment won a medal of honor for its enterprising proprietors; in 1855 they were awarded the first prize at Paris; and the great gold medal, the only one allotted to German typography, was the result of their exhibition in the 'l'alais du Champs de Mars' last year. In London, 1862, two prizes were awarded to Messrs. Gieseuke & Davrient, in two classes. The Emperor of Russia conferred upon the establishment the great gold medal of honor-'pramia digno,' and the King of Saxony upon the senior partner the cross of a Kuight of the Order of Albrecht.

"The copper and steel plate printing for bank notes, etc., is carried on in one of the side aisles in the second floor. To the right of the entrance is a room set apart for government officers, some of whom are constantly on the premises, as also military sentries in the press room, in the centre of which a space is most securely and strongly railed off for the keeping of the produce of this department until its being handed over to the proper par-ties. It was especially this kind of work which, in all its details, long engaged the attention of Prince Napoleon. Commencing with eighteen presses, the Increased demand on this department brought their number to twenty-six in 1866; but Prince Napoleon saw, at the commencement of the present year, thirty copper-plate presses, sixteen number ing machines, three printing machines, and five manual presses engaged in the production of those very tastefully exeented, yet also very complicated, notes of the Saxon treasury. His Imperial Highness tried himself the superior quality of the paper used, which cannot be torn across, and only with difficulty lengthwise. Besides the work done for the Saxon Government, there are a number of workmen, presses, machines, etc., continually employed for the Bavarian, Wurtemberg, and other German Governments; also for several Swiss banks. In 1866, on the outbreak of the Prusso-Austrian war, the Messrs. Giesecke & Devrient had a very difficult and delicate task to perform, in order to save and protect the interests of those who, being for the most part the enemies of Prussia, had employed them for the manufacture of their bank-notes. They succeeded, however, in having their purely commercial calling protected by the Prussian commander."

Literary Items.

The Maine Historical Society proposes to publish, before the close of the present year, some interesting contributions to the history of the discovery and colonization of the north-castern coast of America, obtained by the personal exertions of Dr. Woods, late President of Bowdoin Coilege, during his recent visit to

Among these contributions are copies of more than twenty of the original maps and charts made by the first discoverers of our northeastern coasts. These copies have been made and htthographed under the direction of Dr. J. G. Kohl, of Bremen, Germany, and are accompa-nied with copious explanations from his pen, together with a critical account of the voyages of the first discoverers, from the time of the Northmen to near the close of the sixteenth

These will make the first of a series of volumes to be published by the Maine Historical Society, under the patronage of the State, granted under the calightened administration and on the personal recommendation of Governor Chamberlain.

We cordially congratulate the society on being able to present something new and trustwor hy on this interesting subject. They have been fortunate in engaging the services of one so eminent in this department as Dr. Kohl. It will beremembered that this gentleman was formerly employed by our Government to farnish copies of the early maps relating to America, and to assist in investigations of the Gulf Stream, and it is understood that many valuable fruits of these labors are now to be found in the State Department and the Office of the Coast Survey at Washington. The name of Dr. Kohl is a guarantee that the forthcoming work will be written with accurate learning and sound judgment, and with the use of all the helps which have been recently supplied by the researches of European scholars.

It is understood that among the maps furnished in this volume will be a reduced copy of the North American section of the great map of Cabot, which has been recently discovered in Germany, and is now seen in the Imperial Library at Paris, and that the analysis and explication of this map, which have been so irrequently called for of late, are here supplied

This undertaking of the Maine Historical society to illustrate the discovery of our country by the use of the original maps is a step in the right direction. But it does not profess to supply all that is wanted in this department. There is need of a national work, in which not reduced but fac-simile copies of all the original maps and charts relating to America shall be furnished And this ought to be done in a style at least And this ought to be done in a style at least equal to that of the best works that have ap-peared in Europe on this subject, such as "Les Monumens de la Geographie," of Jomard, "Die Entdeckung Amerikas," of Kunstman, and the splendid folio of Dr. Kohl, "Die belden altesten General Karten von Amerika," Such a work might exceed the means of any one of our historical, geographical, or archeological associations or institutions taken singly, but might be easily accomplished by several of them in combination. They might at least join in a petition to Congress, that the work begun by Dr. Kohl in 1855, and interrupted by the war, may now be resumed under the auspices of the Government and be carried to its completion, only on a scale

larger and more comprehensive. The second of the proposed volumes will contain several new documents relating to the early colonization of the United States. The most interesting among these is a copy of a manuscript discourse of Richard Hakluyt, obtained for the society by Dr. Woods from the great collection of Sir Thomas Phillips, at Phirlestain House, in Cheltenham. The following is an exact copy of the title, viz.:—

"A particular discourse concerning the greate necessitie and manifold comodyties that are like to growe to this Realme of Englande by the Westerne discoveries lately attempted, written in the yere 1584 by Richard Hack-

luyt of Oxford at the requeste and di-rection of the right worshipfull Mr. Walter Rayhly nowe knight before the comynge home of his Twoo Barkes, and is divided into XXIII chapiters, the Titles whereof followe in the

next leafe."
The manuscript extends through sixty-five closely-written toho pages, and contains a summary of the religious, commercial, and political reasons by which the party of colonization was recommended to the attention of the English Government. By comparing the titles of the chapters with a copy of them preserved in the Record office, it is proved conclusively that this discourse, soon after it was written, was industriously copied and privately circulated by per-sons in the interest of Sir Waller Raleigh, that it was read by Queen Elizabeth, that it was presented by the author to Secretary Walsingham, that it was in great request by the Earl of Loicester and other high officers of the government, and hence probably exerted an immediate influence in promoting that colonial enterprise by which the English race was first settled in North America. For reasons of state which become obvious on the perusal of this discourse, it was restrained from publication at the time, and was subsequently lost. The manner in which it has now been recovered and authenticated will appear fully in a statement to be prefixed to its publication in the second volume,

-Mad'lle Clozelle, who played the leading female part with the elder Booth in New Or-leans in 1830, is still living, at the advanced age of seventy-two.

Joshua P. Blanchard, the well-known contributor to the religious press, and an active officer of the American Peace Society, recently died in Boston, at the age of eighty-six.

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Monday, Oct. 25, 8 A.M. Monday, Oct. 26, 12 M.

Monday, Oct. 25, 8 A.M. Monday, Oct. 26, 12 M.

Tuesday, " 27, 9 A.M. Tuesday, " 27, 1 P.M.

Wed'day, " 28, 10 A.M. Wed'day, " 28, 2 P.M.

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